

HAVE SERVED BEFORE

MANY LEGISLATORS HAVE SEEN PRIOR SERVICE

ARTHUR COUNTY LOSES OUT

Items of General Interest Gathered From Reliable Sources Around the State House.

Western Newspaper Union News Service. Nearly one-half of the membership of the coming legislature will be men who served in the 1915 session and were re-elected by their constituents. This is a much larger proportion of experienced members than has been the rule in the past. There will also be a number of senators and representatives who have seen legislative service in former years, but were not in the session of 1915.

In the senate, fifteen members were re-elected and eighteen seats will be occupied by new men. The house will contain forty-five of its old members from two years ago, as against fifty-five others.

The democrats will have eighty-four votes and the republicans forty-nine on joint ballot. In the house, the divisions will be sixty-one democrats and thirty-nine republicans. The senate will comprise twenty-three democrats and ten republicans.

Arthur County Loses Out.

Nebraska's "baby county," Arthur, which was set aside and organized by the legislature of 1913, has lost its suit against Garden county involving the government of and taxing authority over a strip of land twenty-five miles long and three miles in width, which has been in dispute between Arthur and Garden counties.

In an opinion rendered by the state supreme court, it is held that Garden county has obtained complete jurisdiction over the territory in controversy through having exercised such jurisdiction for more than ten years without any attempt being made by anyone to prevent it. Garden county has levied and collected taxes, organized voting precincts, conducted elections, formed school districts and performed other functions of government within the disputed area.

The legislature of 1895 undertook to make Arthur county an independent division and passed an act fixing its boundaries. However, the act was regarded as unconstitutional and Arthur county was not organized at that time but continued to be a part of McPherson county until 1913. In the meantime, the state recognized a certain range line as the west boundary of what was then McPherson county and is now Arthur county. This line is the one which Garden county claimed in the suit is the correct boundary. Arthur county's contention was that the boundary line was located three miles farther west.

The supreme court opinion, written by Judge Barnes, affirms the holding of the district court of Garden county, in favor of that county. The decision will practically settle similar litigation pending between Grant and Garden counties.

Want to Change Coal Contracts.

Coal dealers under contract to supply state institutions with fuel this winter have lately been calling upon the board of control and pouring into the ears of its members various tales of woe about their inability to secure coal from mines, chiefly on account of coal shortage. They have proposed several expedients for meeting the situation, among which is the supplying of higher priced coal than that originally contracted for, if the state will pay the difference.

The board of control recently called upon the dealers holding contracts at half a dozen of the largest institutions to stock them up with adequate stores of winter fuel to guard against a possible shortage. Now the dealers say they can't get enough coal to take care of all their trade. They want the board to take a certain percentage of the kinds of coal contracted for—say 50 per cent—and buy other fuel for the balance.

Searching for a Model.

In anticipation of action by the coming legislature to provide for the erection of a new capitol building, State Engineer Johnson and Representative-elect J. H. Craddock of Omaha, who is an architect by profession, have started to obtain plans of capitol buildings built in other western states during the recent years, or which are now in process of construction. Among the states from which such material is being collected are Minnesota, Wisconsin, Missouri, South Dakota and Washington.

A printed bulletin which will constitute one section of the annual report of the state board of agriculture is being distributed from the office of Secretary W. R. Mellor, showing the live stock, cereal, vegetable and hay production of the state, by counties. It also gives tables exhibiting the results of the 1916 farm census in Nebraska, as taken by assessors, giving the acreage and value of farm lands by counties. Other portions of the bulletin give statistics on the dairy and poultry industries of the state, the number of automobiles and similar data.

SETTLEMENTS ARE SLOW

Claims Employers' Liability Act Needs Amending.

F. M. Coffey, chief deputy labor commissioner of Nebraska, in an address to the Nebraska Manufacturers' association at Omaha, advised the necessity of amending the employers' liability law for the purpose of bringing about prompt and adequate settlement of claims. Now, he said, settlement drags into long negotiations.

He proposed a commission, or single paid commissioner, preferably a lawyer, familiar with the law, to administer its provisions. He said such a provision will be of as much benefit to the employer as to the employee. He said he had had to return papers to one insurance company in sixty different cases, where effort had been made to trim down payment for a shorter length of time than that allowed by law.

He said that in ten months of this year 4,609 cases have been settled under the compensation law. The total benefits paid have been \$110,779, an average of \$24.03.

Hearing on Demurrage Matter

After considerable testimony had been introduced before the state railway commission last week the hearing of the application of carriers for an increase in demurrage charges on intrastate traffic in Nebraska was continued indefinitely. The carriers were asked for much testimony which they did not have and which cannot be collected for some time, so the hearing was postponed.

It is alleged that the carriers admit privately that they probably should not have filed their application relative to intrastate traffic when the same question is pending before the interstate commerce commission. The federal commission suspended the request and the tariffs and will hold a hearing at a later date. Usually about ten months' time is required to dispose of such a case before the interstate body. When the interstate commerce commission suspends tariffs in such cases the burden of proof is then upon the carriers to prove their case. Without a ruling on the question from the federal body the carriers filed a similar application with the Nebraska state commission.

Discussed Car Shortage.

"If the railroads of this state could get all the cars they need for transportation of grain from Nebraska towns they would flood the Omaha market," said Railway Commissioner Taylor, who immediately followed it with another statement—to the effect that no such flood need be looked for, as there is no danger of any railroad in the state having enough cars to handle its traffic for some time to come.

Mr. Taylor has returned from the east, where railway commissioners of thirty states and the interstate commerce commissioners sat for days upon the ultra serious problem of the continental car shortage.

Two plans for relief are suggested. One is to affix an emergency demurrage charge of considerable proportions and the other is to increase the daily rental cost of cars during the period of stringency. Both measures, it is believed, would hasten the unloading of cars and would compel railroads to turn back other companies' cars to them just as soon as shipments reached their destinations.

Eight-Hour Day Legislation

Labor Commissioner F. M. Coffey has written a lengthy treatise on the history of eight-hour day legislation, which goes back to the year 1844 and traces the growth of the movement to the present time. He says it grew out of the earlier agitation for a ten-hour workday in the United States and Great Britain.

The greatest advance made by any country so far in the direction of a universal eight-hour day, Mr. Coffey finds, has been in Australia. He details what has been done by the federal government and the different states in this country, relative to eight-hour and ten-hour day laws.

The evident purpose of the contribution is to aid in the campaign now being inaugurated by the American federation of labor to make the eight-hour day universal in all crafts throughout the United States.

Delegates to the Nebraska farmers' congress, which is to convene at Omaha December 12, have been named by Secretary W. H. Smith of the Nebraska Association of County Fair Managers. Those chosen were: George Jackson of Nelson, J. G. Crinklaw of Neligh, G. C. Doehling of Rising City, Jacob Weiss of Geneva, H. V. Relsen of Beatrice, S. B. Otto of Aurora, W. T. Parkinson of Pawnee City, T. C. Beck of Seward, F. H. Ball of Osceola and S. C. Blackman of Madison.

The question that is bothering legislators who propose to give it serious consideration this winter is the problem of a new state house for Nebraska.

Most of those who have expressed themselves so far in the matter say they are for a new building. The only problem, therefore, is settlement upon a plan for raising the money.

Two suggested plans are apt to be the only ones considered by the lawmakers. One is to provide by law for the sale of some of the \$10,000,000 of state bonds and the immediate conversion of the proceeds into a state capitol.

BIG LOAN CANCELED

ALLIES HALT DEAL OWING TO THE FEDERAL RESERVE BOARD'S STAND.

MORGAN & CO. ARE NOTIFIED

Declare Project Was Designed to Facilitate Credit Transactions and Prevent Heavy Drains of Gold After War.

New York, Dec. 4.—The firm of J. P. Morgan & Co. has withdrawn the proposed sale of \$50,000,000 of British and French treasury bills, according to instructions received from abroad.

The announcement was contained in the following statement:

"We have been instructed by the British and French governments to withdraw their treasury bills from sale. We have accordingly expressed to those institutions and investors which had already placed orders with us for these securities to wish to be released from the obligations to deliver and they have been good enough to accede.

"This action is because, as explained by the British chancellor of the exchequer and by the French minister of finance, these governments desire to show every regard to the federal reserve board, a governmental body of which the secretary of the treasury and the comptroller of currency are ex-officio members.

"We may add that the sale in limited amount of these treasury bills payable in dollars in New York has never been an essential part of the allied governments' financial plans, but have for some time been under consideration with a view to furnishing a credit medium that could accommodate the American banking demands for an instrument of short maturity and of such limited volume that the government could always undertake to lay down gold in New York sufficient to meet the matured bills.

"It was believed further that these bills would have furnished at the end of the war an excellent measure of protection to the American financial situation inasmuch as these steadily maturing obligations of the foreign governments would have tended to prevent heavy drafts of gold from this market."

An informal statement was made by a member of the Morgan house that no other financial plans have been formulated in place of the ones abandoned.

ALLIES LAND AT ATHENS

Entente Troops Disembark to Enforce Demands—Greek Reservists Clash With French.

London, Dec. 4.—A detachment of entente troops disembarked at Piraeus, the port of Athens, at three o'clock in the morning, according to a wireless dispatch received from Athens on Friday. Cable messages from Athens showed that preparations were being made to resist seizure of the arms.

The Greek government has given guarantees that order will be maintained, but it is feared the calling up of reservists will have the opposite effect.

Admiral du Fournet insisted that 64 mounted guns be delivered. Further time has been given for the delivery of other guns and war material.

A dispatch to the Daily Mail from Athens, timed 11:45 a. m. Friday, says: "Firing has taken place between French sailors and (Greek) reservists on the slopes of the Acropolis. Passengers from Piraeus say that when passing the Theseus railroad station they witnessed the fighting. This fighting, according to other information, was between French sailors and Greek troops."

A panic has begun in Athens. Crowds are rushing through the streets and shops are being closed. "Two French cruisers have entered Phaleron harbor."

U-BOAT MADE A MISTAKE

German Captain Reports to Berlin He Thought Marina a British Transport—To Offer Amends.

Washington, Dec. 4.—The German submarine commander who sunk the horse ship Marina with the loss of six Americans has reported to his government that he took the vessel for a British transport. Germany has asked the United States for information as to the status of the ship and is ready to offer amends if the Marina was entitled to indemnity.

It is understood that the United States can inform Germany that the Marina was not in the British transport service and was entitled to the immunities of a peaceful merchant ship. The Berlin government is ready to acknowledge an error and make offers of settlement satisfactory to the United States.

Britain May Pass Envoy.

London, Dec. 4.—Great Britain may grant the request from Washington for a reconsideration of the refusal of a safe conduct for Count Adam Tarnowski von Tarnow, Austro-Hungarian ambassador to the United States.

Mint Sets Coinage Record.

Philadelphia, Dec. 4.—With an output of 9,850,000 dimes, 8,200,200 nickels and 28,975,450 pennies in November, the local mint established a new record for a single month in the number of pieces coined.

HIS MEAT



U. S. STEAMER IS SUNK U. S. WARNS BANKS

CAPTAIN OF SHIP REFUSES TO LOWER STARS AND STRIPES.

Vessel Torpedoed Near Spain and Crew Towed to Within Five Miles of Coast.

London, Dec. 1.—Lloyd's reports that the American steamer Chemung has been sunk.

The Chemung was torpedoed near Cabo de Gata, according to the dispatch.

The Chemung sailed from New York November 8 for Genoa and Naples and stopped at Fayal, Azores, November 20. It was owned by the Harby Steamship company of New York, was built in 1888 at Buffalo and was 327 feet long and of 8,006 tons gross.

The steamer foundered with the American flag flying, it is added, the captain having formally refused to lower the colors.

The crew has been landed at Valencia by the Spanish steamer Giner, says a Reuter dispatch from Valencia.

The submarine towed the members of the crew to within five miles of the coast, the Valencia advises state, and then abandoned them. At the end of the day they were picked up by the Giner.

The Chemung, according to Lloyd's listing, is owned by the Atlantic & Pacific Coast Transportation company. It was a steel vessel of 1,615 tons, was 325.7 feet in length and was built by the Union Drydock company of Buffalo.

New York, Dec. 1.—The Harriss Magill Steamship company, representatives here of the Hardy Steamship company, owners of the Chemung, reported sunk, said the vessel carried a general cargo only, no munitions or cargo owned by the Italian government being on board.

2 ZEPPELINS ARE SHOT DOWN

British Airmen Destroy Airships During Raid on England—Crews of Both Vessels Die.

London, Dec. 1.—London was raided by a German airplane on Tuesday. Flying at a great height the aviator dropped six bombs, injuring four persons. One was a woman and she was probably fatally hurt. The machine traveled at such a high altitude that it was barely visible.

Two Zeppelins were brought down as they took part in a raid Monday night on the northeast coast of England. The crews of both airships perished. The destruction of the airships is announced in an official communication issued by the war office on Tuesday.

Both Zeppelins were brought down in flames into the sea after being attacked by airplanes. One of them was destroyed while nine miles out at sea on its return trip.

GERMAN SHIPS RAID BRITAIN

Torpedo Boats Capture Armed Vessel in Dash on English Coast at Lowestoft.

London, Dec. 1.—German naval forces have raided the east coast of England. The attacking squadron was made up of torpedo boats. One of the ships is reported to have been sunk with the loss of its entire crew.

The British trawler Narval was reported missing.

Among the towns bombarded by the Germans was Lowestoft.

Nan Patterson's Name Misused.

Cincinnati, Dec. 4.—The "Nan Patterson" mentioned in the divorce suit by Mrs. Viola Dillingham against Frank Dillingham, now in court here, is not the actress of that name formerly prominent in Ziegfeld shows.

New Blood Aids Archbold.

Tarrytown, N. Y., Dec. 4.—John D. Archbold, president of the Standard Oil company of New Jersey, who is seriously ill at his home here following an operation a week ago for appendicitis, passed a comfortable night.

TOLD OF DANGER TO INDUSTRY IN WAR LOAN NOTES.

Federal Reserve Board Sees Peril in the Purchase of Short-Term Notes.

Washington, Nov. 29.—The federal reserve board issued a statement on Monday warning banks and the public against the purchase of short-term foreign notes.

The statement will be a severe blow to the financiers who were planning to float these loans in the United States.

The statement says in part: "In view of contradictory notes which have appeared in the press regarding its attitude toward the purchasing by banks in this country of treasury bills of foreign governments, the board deems it a duty to define its position clearly."

"The board believes that at this time banks should proceed with much caution in locking up their funds in long term obligations which are short term in form or name, but which, either by contract of through force of circumstances may have to be renewed until normal conditions return. The board's concern and responsibility lies primarily with the banking situation."

"If, however, our banking institutions have to intervene because foreign securities are offered faster than they can be absorbed by investors—that is, their depositors—an element would be introduced which, if not kept under control, would tend toward instability and ultimate injury to the economic development of this country."

"While the loans may be short in form and severally may be collected at maturity, the object of the borrower must be to attempt to renew them collectively, with the result that the aggregate amount placed here will remain until such time as it may be advantageously converted into a long-term obligation. It would, therefore, seem that funds of our banks, which should be available for short credit facilities to our merchants, manufacturers and farmers, would be absorbed for other purposes to a disproportionate degree, especially in view of the fact that many of our banks are already carrying foreign obligations which they are under agreement to renew."

"The board deems, therefore, its duty to caution the member banks that it does not regard it in the interest of the country at this time that they invest in foreign treasury bills of this character."

NO PASS FOR VIENNA ENVOY

Great Britain Refuses Safe-Conduct for Austrian Ambassador to the United States.

London, Nov. 29.—The foreign office has sent Ambassador Page's note definitely refusing to grant a safe-conduct to Count Adam Tarnowski von Tarnow, the new Austro-Hungarian ambassador to the United States. The reason for the refusal may be paraphrased as follows:

"Even if international law forbade the refusal of a safe-conduct, the actions of Austrian and German embassies and consulates abroad have been so much in excess of regular diplomatic functions that the British government feels justified in withholding its consent for such diplomats to travel to their posts."

Favors a 2½-Cent Piece.

Washington, Dec. 2.—A 2½-cent piece is demanded by the country, according to the director of the mint, whose annual report, made public here, recommends passage of a law authorizing coins of that denomination.

New U-Boats 300 Feet Long.

Copenhagen, Dec. 2.—Super-dreadnaught war submarines are now being operated by Germany. Fishermen report German U-boats that appeared about 400 feet long. They are bigger than merchant ships they sink.

700 SURVIVE BATTLE

REMNANTS OF TREVINO'S FORCE REACH JUAREZ AFTER FLIGHT FROM CHIHUAHUA.

CAPITAL LOOTED BY BANDITS

Villistas Capture 3,500 Prisoners and Many Are Executed—Horror Follows Fall of Town—Two Generals Are Wounded.

Juarez, Mex., Dec. 2.—Seven hundred Carranzista troops, survivors of the battle of Chihuahua, with 25 pieces of artillery, arrived here on Thursday. The troops were a part of Ozuena's cavalry, who escaped on four trains after the order to evacuate had been given.

General Trevino's command started their retreat to the south, the surviving Carranzistas said. The fate of the survivors and other foreigners in Chihuahua is unknown.

Refugees from Chihuahua City, who arrived here, reported looting by bandits when they left. They said it had been reported to them that two large foreign dry goods stores had been looted by Villa bandits. They also asserted that bandits had fired into the train in which they were leaving the city.

General Gonzales at military headquarters said he had received a report from Carranza officials that General Murguia was at Horcasitas, south of Chihuahua City, and was advancing rapidly toward the city. General Ozuena had reached Nombro de Dios.

Included among the wounded brought to Juarez were Colonel Borquez and Colonel Mallos, both of General Ozuena's cavalry column, who were wounded during the fighting in Chihuahua City.

It was reported by a Carranza officer that Carranza forces still are in possession of the penitentiary at Chihuahua City awaiting help after the juncture of Generals Trevino and Murguia.

San Antonio, Tex., Dec. 2.—Scenes of horror followed Pancho Villa's capture of Chihuahua City, government agents reported.

Villa turned his band of hungry, bloodthirsty bandits loose upon the helpless civilian population, with permission to loot and do as they pleased. Hundreds of women and young girls were outraged by the bandits in the streets. Others were shot down and left to die when they attempted to flee from their tormentors.

Villa captured 3,500 Carranza soldiers and a large number of officers. The officers were lined up against the walls of the penitentiary and moved down by riflemen. The infantrymen went over to Villa in a body.

U. S. MARTIAL LAW IN DOMINGO

Daniels Says Government Was Seized Because of "Deplorable Conditions"—Action Well Received.

Washington, Dec. 2.—The United States has proclaimed martial law over the republic of Santo Domingo, Secretary of the Navy Daniels announced on Thursday.

Secretary Daniels explained that action was necessary because of "deplorable conditions" throughout Santo Domingo.

The navy department made the following announcement:

"Capt. H. S. Knapp, in command of the United States forces in Santo Domingo, reports that in compliance with instructions received military government was proclaimed by him in Santo Domingo at 4 p. m., November 29."

"An order regarding carrying arms or having them in possession has been in effect. Payment of salaries of government officials will be resumed immediately."

"The proclamation was well received. Conditions are normal and the majority of the people regard the proclamation with favor."

NAME JELICOE SEA LORD

Vice Admiral Sir David Beatty Made Commander of the British Grand Fleet.

London, Dec. 2.—Admiral Sir John B. Jellicoe, commander of the British fleet, was appointed first sea lord of the admiralty, being succeeded in command of the grand fleet by Vice Admiral Sir David Beatty, who commanded the British battle cruiser squadron in the naval battle with the Germans off Jutland.

Admiral Sir Henry Bradwardine Jackson, the present first sea lord, has been appointed president of the royal naval college at Greenwich.

(Admiral Jackson has held the post of first sea lord of the admiralty since May, 1915, when he took the place vacated by Lord Fisher.)

Sight Supposed Submarine.

New York, Dec. 4.—An unidentified vessel, riding low in the water, without the usual green and red side lights, and believed to be a submarine, was sighted near Cape Hatteras by the steamship Crofton Hall.

Three Men Killed by Train.

Gibson, Ind., Dec. 4.—Three track inspectors of the Michigan Central railroad were instantly killed at Gibson, Ind., when the electric speeder in which they were making a tour of the tracks was struck by a train.